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ASTORIAN PUBLISHING COMPANY.

THE DEATH OF SENATOR HANNA.

The passing of Marcus A. Hanna removes from our public life one of its most prominent and brilliant characters and takes from us one of our most charitable, lovable men. His was a grim fight with death, and during his late illness the American people have anxiously waited news from the bedside, hoping always for the best, yet fearful that the distinguished patient could not recover. With the announcement of the end there is genuine mourning all over the country, for few men were as much beloved as "Mark" Hanna.

Senator Hanna attained political distinction because of his rare mental capacity, but his success can be attributed in no small degree to his lovable personality. He was the personification of simplicity, ever ready to assist the deserving, and his friends among the working men were legion. At Washington he was the best loved of all public men. This general esteem was entertained not alone by members of his own political party, but as well by all of the democratic members of the two branches of congress, who found him a true friend, with honesty as his guiding star. New men in congress, downcast because of the usual scant courtesy shown them during their first year, will remember Senator Hanna with especial kindness for his never-ending effort to make matters pleasant for them, and will deplore his death as that of a staunch friend.

For some time, perhaps, there was more or less feeling against Mr. Hanna, due to the cartoons appearing in the democratic press. In his capacity as chairman of the national committee he was made the butt of abuse by cartoonists, whose drawings are still fresh in the memories of the people. However, this feeling soon passed, for the lamented senator often proved not only his worth as a statesman, but as well his genuine friendship for the working classes. Of all Americans he was, we believe, the most generally beloved, and his death is a loss to all of our people, irrespective of station in life.

THE PORTLAND KNOCKERS AND THE BAR.

We desire to call the attention of the people of the state of Oregon and our representatives in both branches to the following editorial expression appearing in the Sunday Oregonian:

"The excellent work of Major Langfitt, U. S. engineers, in co-operation with the port of Portland commission, is reflected in the ease with which 24-foot ships now make the passage from Portland to Astoria. The fact that these deep draft ships still suffer delays at Astoria is a menace to the port, and prevents any lack of vigilance in hastening the work of completing the jetty and removing the cork from the bottle by deepening the channel over the bar. So long as the absence of even temporary relief below Astoria hinders the free movement of shipping there will be no relaxing of effort to secure not only temporary but permanent improvement in the depth of water. This incentive for improvement in the river channel is at present lacking. The ships come and go over the 100-mile stretch between Portland and Astoria without delay, and in the absence of any complaint over the condition of the river public sentiment is gradually drifting towards the assumption that we are permanently secure against a recurrence of the delays which have wrought such injury on the port in the past.

"Unfortunately there is nothing in the present situation that warrants this feeling of security, and in our efforts to hasten the permanent work at the mouth of the river we must still bear in mind that the small amount of money that is required for constant dredging of the river is necessary each year, until the government takes up the matter of permanent improvement. No effort should be or will be spared in hastening the work at the bar, where we are now experiencing the greatest trouble. The dredge Chinook, which has made costly inroads on the fund originally intended exclusively for the jetty extension, can offer but temporary relief, but even this will be welcome if it comes, and the money thus spent will not be wasted if the exhaustion of the appropriation leaves the jetty unfinished. All dredging, however, on the bar of the river can offer at present but temporary relief, and on the river as well as on the bar we must eventually depend upon

jetty or revetment work, which will confine the channel in lateral bounds which will force it to scour its way to the sea."

This is a fair sample of the silly but significant stuff that appears periodically in the papers of Portland. Those of us who have followed the Oregonian and are familiar with its attitude for the past six or eight years will recall that any such reference to the bar made two or more years ago from any other source would have called down the stupendous wrath of Portland's morning paper and subjected the author of the utterance to the bitterest denunciation capable of emanating from the tall tower. But now, with utter disregard for past vigorous opinions of its own making, our Portland contemporary openly and persistently parades the misfortune of insufficient depth at the Columbia's mouth, expresses the utmost satisfaction with the "24-foot" channel above Astoria, then inconsistently calls upon the engineers to provide greater depth from Portland to the sea by means of jetties, and finally "tips its mitt" by pronouncing the bar dredge an utterly worthless adjunct.

Of course it is not difficult to divine the intent of the Portland paper. With customary knavishness it is anxious to prevent a depth on the bar in excess of the uncertain inland waterway upon which it depends for the foreign shipping which it does not enjoy. It strives with might and main to make it appear that the dredge Chinook is worthless, fearful, of course, the dredge will give a depth that will accommodate vessels which half loaded would strand on the sand bars rising out of the river above Astoria. The Chinook has worked less than 100 hours in all on the Columbia bar thus far, because of the storms prevailing since her advent here, yet the Oregonian professing sincere interest in the undertaking at the mouth of the river, has long ago condemned the dredge as unfit for this work, and has sought to make it appear that operation of the vessel is mere waste of funds.

This policy of knocking has been observed since the day of the arrival of the Chinook at Astoria. Her former dredging master, Mr. Hubbard, who has grown old in this branch of the government service, expressed the firm conviction that the Chinook would provide 60 feet depth on the bar and maintain it. This and similar assertions from officers of the Chinook have awakened our Portland friends to the necessity for immediate knocking, and the edict has gone forth that the Chinook must be discredited. So extensive has this knocking tendency become that even the engineer department has been influenced and is now engaged in making soundings on the bar for the express purpose of determining whether or not the Chinook is getting results—and this test notwithstanding the vessel has worked only sixty or seventy hours, and at a time of the year when less progress could be made than at any other period!

Improvement of the mouth of the Columbia is truly a matter of great importance to the people of the Columbia river basin, but it pales into insignificance beside the evil designing of those selfish Portland people who demand a bar that will fit the Portland channel. And contemplating this lamentable condition of affairs we may thank Providence we have at least one representative at Washington who will see to it that the interests of this state are advanced without consideration for the limited facilities of any particular municipality.

Most of us will be surprised to learn that the late William C. Whitney was murdered, but that seems to have been the case. The discovery was made by the Pomeroy (Wash.) Independent, which makes the following expose: "Do not forget that the death of W. C. Whitney is chargeable directly to the averice of his doctors. The morning before the afternoon they murdered him they issued a bulletin that he was better. A few days before they had operated upon him for appendicitis, a thing that has no existence and is only a fad of the doctors to extort big fees from the estates of their victims. It they took out his veriform appendix a few days before as they reported they did he had none to take out the day they murdered him."

The far eastern imbroglio has developed an interesting condition of family affairs. The Czar of Russia, nephew-in-law of King Edward of England, has mixed matters with Edward's sworn ally, the mikado and now Emperor William of Germany, Edward's nephew, has secretly promised Kinsman Nicholas that in case Uncle Edward tries to keep his engagement with his friend, the mikado, he—Nephew William—will take a fall out of Uncle Edward. Such a relations!

The Salem Journal lays claim to being the first capital city paper to predict war in the far east. Well, Colonel Hofer's elongated contemporary was never very much on scrapping.

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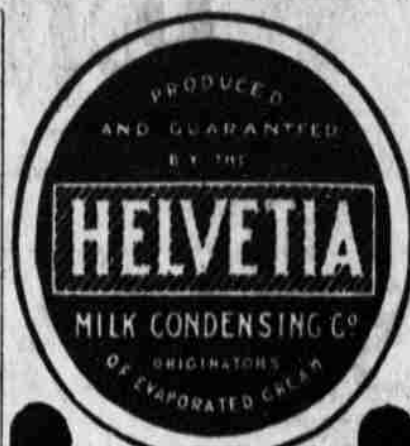
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7:00 p.m.	Portland Union Depot	9:40 p.m.

ASTORIA

LEAVE	FOR PORTLAND AND WAY POINTS	ARRIVE
7:45 a.m.	For Portland and Way Points	11:30 a.m.
6:10 p.m.	For Portland and Way Points	10:30 p.m.

SEASIDE DIVISION

LEAVE	ASTORIA FOR WARRENTON, FLAVEL, STEVENS, HAMMOND AND SEASIDE	ARRIVE
8:15 a.m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	7:40 a.m.
11:35 a.m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	4:00 p.m.
5:50 p.m.	Astoria for Warrenton, Flavel, Stevens, Hammond and Seaside	10:45 a.m.

LEAVE	SEASIDE FOR WARRENTON, FLAVEL, HAMMOND, STEVENS & ASTORIA	ARRIVE
6:15 a.m.	Seaside for Warrenton, Flavel, Hammond, Stevens & Astoria	12:50 p.m.
9:30 a.m.	Seaside for Warrenton, Flavel, Hammond, Stevens & Astoria	7:30 p.m.
2:30 p.m.	Seaside for Warrenton, Flavel, Hammond, Stevens & Astoria	9:25 a.m.

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